

**MINUTES OF LAYTON CITY
COUNCIL STRATEGIC PLANNING
WORK MEETING**

JULY 20, 2015; 4:05 P.M.

**MAYOR AND COUNCILMEMBERS
PRESENT:**

**MAYOR BOB STEVENSON, JOYCE BROWN,
TOM DAY, JORY FRANCIS, SCOTT FREITAG
AND JOY PETRO**

STAFF PRESENT:

**ALEX JENSEN, GARY CRANE, TERRY COBURN,
BILL WRIGHT, PETER MATSON, JAMES
“WOODY” WOODRUFF, STEPHEN JACKSON,
KENT ANDERSEN AND THIEDA WELLMAN**

The meeting was held in the Council Conference Room of the Layton City Center.

Mayor Stevenson opened the meeting and welcomed everyone.

DISCUSSION – LAYTON CITY MASTER TRANSPORTATION PLAN

Mayor Stevenson said there had been some concern about the location of property he and Councilmember Day owned. Mayor Stevenson identified his property on a map, and he identified property owned by his mother and his son.

Councilmember Day identified a one acre lot that he owned and he identified property owned by his family.

Mayor Stevenson said the road would not run through any of their property. He said the road could front some of their families' property. Mayor Stevenson said this would be an informational meeting and no decision would be made; the Council was looking at the transportation study for the entire City. He asked Gary Crane, City Attorney, if he wanted to make any comments about the property he owned or the property owned by Councilmember Day.

Gary Crane said what the Mayor was referring to was the conflicts of interest section of the Code. He said a conflict was self declared. Gary said the Council couldn't exclude themselves from everything in the City; they wouldn't be able to vote on anything. He said the Code was looking for direct pecuniary impact benefits or detriments. Gary said if the Mayor or Council had property that was coming forward for a rezone, and they were voting on their own property, then that would be a direct pecuniary impact. He said in this instance the Council was dealing with general policies regarding transportation in the City. Gary said they were too general; however, if the Council ever thought, on any issue, that they wouldn't be able to make a fair decision on behalf of the City, they always had the opportunity to recuse themselves, but they were not mandated to do that unless there was a direct pecuniary benefit. He said this would not constitute a direct pecuniary benefit.

Councilmember Petro arrived at 4:09 p.m.

Mayor Stevenson said he would not be opening this Work Meeting to a lot of questions, but if someone had a question they would like to ask on this particular issue, he would allow for that.

Angie Howard, 1079 Westside Drive, asked Mayor Stevenson and Councilmember Day what their long term plans were for their property.

Mayor Stevenson said his property was next to church property, and he understood that the church may need more property from him. If that were the case, he would sell it to the church. He said if that didn't happen, it would most likely develop into residential property. Mayor Stevenson said currently it was a hay field.

Councilmember Day said he couldn't speak for his father, but it was farm ground. He said he planned to build a home on his property; there was currently a barn and a greenhouse on the property.

Mayor Stevenson asked Staff to give a brief background on this item.

James "Woody" Woodruff, City Engineer, said the City had been going through a Master Transportation Plan revision to update the Master Plan. He said there had been discussion about alternatives to 2200 and 2700 West relative to an interchange connection to the future West Davis Corridor. Woody said the Council had been updated on impacts and costs. Woody said the plan was to have an arterial road, which was a five-lane cross section, at either 2700 or 2200 West. He said looking at the Master Plan, the City didn't need both arterials; only one arterial was needed. Woody said the City received a letter from UDOT and their recommended alignment was for an interchange at 2700 West, which would facilitate an arterial road at 2700 West. He said Staff was looking for a recommendation from the Council on which direction to proceed; a formal adoption of the Master Plan would come later; at this point Staff was looking for a recommendation as to which direction to proceed with an arterial road at 2700 West or 2200 West. Woody said that would be formally adopted when the Master Plan came back to the Council for adoption.

Mayor Stevenson said in essence this would help Staff put together the Master Transportation Plan.

Woody said that was correct. He said there were other developments happening along these corridors and Staff would like some recommendations from the Council in order to proceed with those developments. Woody said the City held public open houses and received a lot of comments from residents. He said the citizens stated that they would love to have a decision or recommendation so they would know what they could do with their properties.

Peter Matson, City Planner, said in the early 1990s a citizens' committee was finalizing their recommendations on a West Layton Master Plan. In the early 90s they knew that the West Davis Corridor would be happening along the west side of the City and would be somewhat of a demarcation between developable and non-developable land relative to wetlands and access to sewer services. As the West Layton Plan was updated in 2001 and 2003, just prior to that there was a Legacy North Corridor study done by the State to work with jurisdictions so that cities could plan ahead, and the State could plan ahead, and hopefully purchase properties within the right of way. Peter said at that time there was discussion about access to the Corridor. He said 2200 and 3200 West were considered for access points, but the City Council and Planning Commission knew that those would be 66-foot rights of way, and in order to increase the width to connect to the Corridor and have that be an arterial street, even at that time there were a number of homes along both frontages so that the costs associated with doing that seemed a bit prohibitive, and to get a location that was more central between interchanges in other jurisdictions, it was noted in that study that 2700 West was Layton City's preferred connection to the Corridor. He said that was added to the updated West Layton Master Plan in 2001 and had been a part of the Plan since that time.

Peter said as 2700 West continued north, there was somewhat of an evolutionary discussion; they knew that the subdivision would have a 66-foot right of way planned through it that would be a mid-block collector through that area, but would not be an arterial street once it went past the commercial development along Hill Field Road.

Mayor Stevenson asked, 10 or 12 years ago, why didn't the road continue at 100 feet through to Gordon Avenue before all the homes were developed in that subdivision.

Peter said that subdivision was already platted at the time.

Woody said the model didn't necessitate more than a collector road through that area.

Mayor Stevenson said with the knowledge they now had, if the homes weren't there, would they push for a 100-foot road to Gordon Avenue.

Woody said the traffic model still didn't show that it was needed.

Mayor Stevenson said in 2003 when this was decided, was Hill Field Road planned to go clear through to Syracuse.

Peter said at that point, Hill Field Road was already cut off by Syracuse.

Councilmember Petro said she questioned whether the Swan Lakes Subdivision was already platted at that time.

Peter said Swan Lakes was platted in 2001 once the water tank at Clearfield High School was developed allowing for culinary water service to the area.

Rich Stevenson said when he was on the Planning Commission, the discussion on the 2700 West alignment was that it would go along the section line all the way to Gordon Avenue; there were no houses up to Gordon Avenue along the entire section line. He said after he was off the Planning Commission, Stuart Adams came in and rezoned his property at the corner of Hill Field Road. At that time the alignment changed.

Angie Thompson said in 1993 the Smith residence, which was on Gentile Street and 2700 West, applied for a building permit that the City would not grant at that time unless they gave the City an easement for the road.

Mayor Stevenson said when the jog happened on the alignment, was the Adams property already rezoned.

Peter said the bend in the alignment was a power line issue. He said that area was already designated to have some type of commercial center. Peter said when it was evaluated for the road going straight through, and trying to develop a commercial center under two sets of power lines, that brought about the discussion to shift the alignment. He said he would be happy to do a historical review of that.

Mayor Stevenson said in one of the meetings he thought someone made a comment about one of the big power poles impacting the alignment along the section line.

Councilmember Day said the bend was because of the power line, but it could bend back to 2700 West to the north.

Councilmember Brown said if the alignment stayed along the section line to the north, what would it impact.

Woody said a subdivision had been platted with a home, but the home hadn't been built. He said the road was a wider collector road; there were several homes on the east side that fronted onto 2700 West.

Councilmember Brown asked about the road that went through the subdivision north of Hill Field Road.

Woody said 2550 West currently had been constructed all the way to Gordon Avenue. He said comments from a lot of the residents in the open house meetings were that they preferred not to have a direct connection from the 2700 West arterial because they were concerned about traffic going through the subdivision. Woody said other alternatives had been looked at to allow for 2700 West to "T" into Hill Field Road and not directly connect at 2550 West. He said that was a very strongly supported comment by many of the residents; they felt that it would help disperse the traffic and not go directly through the subdivision.

Councilmember Brown asked if the homes that were on 2550 West fronted onto the road.

Woody said yes; there was a combination of side yards and front yards. He said it was treated more as a residential collector road; it was wider and allowed traffic to flow north and south in the area.

Councilmember Brown asked for another example of a road like that.

Woody said just about every major subdivision road in the City was that way; Cold Creek Way was one. He said the speed was posted at 25 mph; the intent was to move people from the subdivision to an arterial road.

Councilmember Francis said if the original plan was followed keeping the alignment at 2700 West, would the homes in Swan Meadows Subdivision be back yards or did they front the road.

Woody said most were front yards.

Councilmember Day asked what the counts would be on traffic at that point.

Woody said it was 2,000 to 3,000 trips a day, which was standard for other residential collectors such as Cold Creek Way.

Mayor Stevenson said on 2700 West, there was a Perry Homes subdivision; were there any other homes between Hill Field Road and Gordon Avenue.

Woody said there was a new subdivision that was platted on the north end near Gordon Avenue.

Councilmember Francis said that might be a nice solution allowing for two entrances to Swan Meadows, which could possibly decrease traffic on one single road.

Mayor Stevenson said he could see 2550 West becoming a shortcut for people coming from north of Gordon Avenue to get to the interchange; he could see the same thing happening with 2700 West. He said that was part of why the Council had been asking these questions; what was the smartest thing to do relative to moving traffic. At some point this entire area would be built out. He could see 2550 West becoming like Gentile Street.

Councilmember Brown said if the road were to “T” and not be direct, would it be less likely to be used as a cut through street.

Councilmember Day said according to traffic studies, if 2700 West went straight through, what were the counts.

Woody said at build out it would be about 9,400 cars a day, which was less than what was currently on Gentile Street. He said through the subdivision it was about 2,300 cars, which was average for a subdivision. On 2200 West it showed about 8,400 cars. Woody displayed a map of traffic counts at build out for the various roads in the area. He explained how traffic would disperse from the West Davis Corridor. Woody said the threshold for going from 2 or 3 lanes to 5 lanes was about 12,000 cars.

Councilmember Petro asked Woody to explain what it would be like with 12,000 cars on 2200 West north of Gordon Avenue.

Woody said that would be pushing the limit of the road. He explained traffic similar on other roads in the City including Gentile Street east of Main Street. Woody said they could do things to help with that including limiting access, limiting parking on the street and creating a center turn lane. He said he would not recommend pushing it to 5 lanes in the current Master Plan; he would recommend evaluating that at a future date after watching traffic patterns especially once the West Davis Corridor was built.

Councilmember Petro asked what the current right of way was for that road.

Woody said 66 feet.

Councilmember Petro asked what the minimum width was to accommodate five lanes.

Woody said 84 feet would be the minimum to get the additional lanes. He said that would substantially impact homes along that road.

Councilmember Brown said the numbers on 2200 West north of Gordon Avenue would be similar regardless of where the interchange went.

Woody said that was correct, but there would be more traffic on 2200 West if the interchange was at 2200 West. He said his experience was that more people would use that road if the interchange was at 2200 West.

Councilmember Brown said with the interchange at 2700 West, would traffic defuse more before it got to that point.

Woody said his opinion was that more traffic would be defused if the interchange was located on 2700 West; traffic would disperse onto Layton Parkway, Gentile Street and Hill Field Road.

Councilmember Brown asked Woody to review the costs with the interchange at 2200 West and 2700 West.

Woody said looking at the 2200 West alignment, to go to an 88-foot right of way would impact 17 homes and cost \$18,000,000; to go to 100 feet it would impact 20 homes and be about \$23,300,000. He said this would be a very large project and a huge impact to a lot of homes, and there would probably need to be a bridge crossing over the railroad tracks, which would be about \$33,000,000 for the bridge. Woody said it wasn't just the homes that would have to be purchased; there would still be homes that would front onto

an arterial, which created safety concerns. He said if 2200 West was selected, it would be more than likely that the City would need to bear 100 percent of the cost of the widening.

Woody said if the interchange was at 2700 West, it would be in an undeveloped area. He said the City could develop the road in combination with developers. 2700 West would be much less of an impact; the cost was \$11,800,000 for an 88-foot right of way and \$18,000,000 for a 100-foot right of way. Woody said there would be costs with either location, but the impact to homes on 2700 West would be 1 home. Woody said that right of way had been protected for a number of years.

Mayor Stevenson said there was always a chance that the legislature would decide to put the corridor in sooner rather than later. If that were the case, how would the City fund that \$18,000,000 in the next couple of years?

Woody said the City had made a commitment to UDOT that the City would make a connection to that interchange. At this point, Layton Parkway would be the best alternative; it would be less expensive and 2700 West could be developed at a later time. He said Layton Parkway was developed almost all the way to 2700 West at this point. Woody said the City had been planning, in the Capital Projects Fund, to complete Layton Parkway to 2700 West once UDOT pulled the trigger on the West Davis Corridor.

Someone from the audience asked how the commercial development at 2200 West and Hill Field Road impacted the traffic model.

Woody said the commercial development was taken into consideration with the model.

Councilmember Brown said if the State moved ahead with the Corridor, with the interchange at 2700 West, development would begin to happen and the developers would help foot the bill for 2700 West. That would not be the case on 2200 West.

Mayor Stevenson asked if there was any way the City could get the State to participate in 2700 West along with their project.

Woody said there was some possibility; there was some funding available through the Wasatch Front Regional Council. He explained difficulties associated with receiving funding.

Mayor Stevenson asked Woody to explain the difference with Antelope Drive and the connection to Highway 89.

Woody said UDOT already owned the property and it was originally in their Capital Improvement Plan to do that.

Council and Staff discussed the possibility of getting some funding help from UDOT with the extension of 2700 West. They discussed other street projects in the City that had been funded with assistance from UDOT.

Councilmember Brown said whether the interchange was at 2200 or 2700 West, couldn't it be done in sections.

Woody said yes.

Mayor Stevenson said he thought there would still be questions about getting from Hill Field Road to Gordon Avenue. He asked the Council if they had concerns with that or if they saw problems with traffic

patterns. Mayor Stevenson said now was the time to be making a decision one way or the other.

Councilmember Day said he would like to see more information about swinging the road back to align with 2700 West, north of the power line.

Woody said the biggest impact would be to homeowners along 2700 West; there would be less impact if the road was “T’d” at Hill Field Road.

Councilmember Day said that impact wouldn’t be any different than it would be going through the subdivision to the north on 2550 West where homes were on both sides of the street.

Woody said it wouldn’t be as bad if the road “T’d” at Hill Field Road and didn’t align with 2550 West.

Councilmember Day said he couldn’t see the benefit of going to the east and having the road “T” at Hill Field Road as much as he could going to the west.

Councilmember Francis said he agreed; he would stay to the west as much as possible.

Woody explained infrastructure that was in the area and he indicated that the power line corridor was very wide in that area.

Councilmember Brown said she understood Councilmembers Day and Francis to say that they would prefer that the road not “T” at Hill Field Road.

Councilmember Day said he would like to see an intersection all the way through to Gordon Avenue.

Councilmember Francis said he would prefer to stay to the west but “T” the road at Hill Field Road. He wouldn’t want it to align with 2550 West, but “T” to the west of that.

Mayor Stevenson asked for input from residents in the area.

Reed West, 2882 West Gentile Street, said traffic on Gentile Street had increased immensely. He asked if this would further increase traffic on Gentile Street.

Mayor Stevenson said it would push more traffic to Hill Field Road.

James Bencina, 2481 West 650 North, said 2550 West was just down from his house. He said the new corridor going north to Gordon Avenue was now being used. Mr. Bencina said going to 2700 West would impact fewer homes.

Councilmember Petro asked which Mr. Bencina would prefer.

Mr. Bencina said he liked going to the west.

Angie Howard, 1079 Westside Drive, said they were willing property owners on 2700 West; they would be happy to see it go in.

Mayor Stevenson asked if it was necessary to connect Hill Field Road to Gordon Avenue.

Lowell Johnson, 47 North 2200 West, said 2200 West didn’t make sense because of the cost.

Mayor Stevenson said right now there were connections between Hill Field Road and Gordon Avenue at 3200 West and 2200 West. If traffic was brought up 2700 West to Hill Field Road and “T’d” would people 20 years from now be asking why an intersection to the north wasn’t put in.

Councilmember Francis said the nice part about keeping it at 2700 West was that the Corridor could be maintained if in the future the City wanted to continue north to Gordon Avenue.

Councilmember Petro asked why the City couldn’t plan for all 3.

Woody said traffic north of Gordon Avenue probably wouldn’t come all the way south to get on the West Davis Corridor to go south into Salt Lake; they would take Gordon Avenue east to I-15. He said there would also be a connection at Bluff Ridge Boulevard in Syracuse that they could use. Woody said Bluff Ridge was a very wide arterial that ran north to Antelope Drive. He said overall, there were some north/south alternatives.

Councilmember Brown said she could see people using the West Davis Corridor to eventually get to I-15. She said when she used Legacy Parkway, it was usually because I-15 was congested. Councilmember Brown said she felt that a lot of people that lived in Syracuse would probably use the West Davis Corridor, which would help alleviate traffic using Gordon Avenue, Hill Field Road and Gentile Street to get to I-15.

Woody said it would substantially reduce traffic on Antelope Drive, and it would help on Gordon Avenue and Gentile Street.

Mr. Bencina mentioned the extension of Highway 193 to the west and how it would help with traffic through the City.

Woody said the traffic models took into account future development within surrounding communities as well.

Councilmember Brown said there had been information presented in the past about how much property would be available to develop as commercial or a business research park at the two different interchange locations. She asked if that information was available.

Bill Wright, Community and Economic Development Director, reviewed information relative to the amount of property that would be available for a business park development at 2200 West and 2700 West.

Councilmember Brown said she was hearing from people that Layton needed something like Farmington’s Station Park. She said a business park wouldn’t be that; was there space in these areas for something like Station Park.

Bill said Station Park was more of a regional draw; Farmington City didn’t have the population to support that. He said Layton City’s could be a regionally oriented business park because of the West Davis Corridor and the interchange. If Layton didn’t get an interchange, whatever economic development was going to occur, would occur somewhere else. Bill said a community oriented commercial development was planned for in the Hill Field Road/2200 West area.

Councilmember Brown said going south into Utah County, how many acres were in the Thanksgiving Point/Cabellas areas.

Bill said it was probably in excess of 1,000 acres; Cabellas was about 500 acres.

Councilmember Brown asked about the job areas.

Peter said it was about half of that.

Mayor Stevenson said there was land available in that area. He said the City couldn't develop south of the Corridor because of wetlands; it wasn't usable property. Mayor Stevenson said he didn't think there would be a lot of development in this area, whether it was a business park or something else. He said a grocery store would like to see a circle 3 miles wide.

Councilmember Brown said Layton City couldn't be a Thanksgiving Point, but with the difference between 2200 West and 2700 West, and the open ground, she would hate to lose the opportunities at 2700 West versus what was available at 2200 West.

Councilmember Day said this information was different than what was originally shown to the Council. He asked Bill if he had that information.

Bill showed the comparisons between 2200 West and 2700 West.

Mayor Stevenson said the City was still waiting to see what the Corridor alignment would be as a result of the EIS. He said the City was trying to get that information, but UDOT currently didn't know what the preferred alignment would be.

Mayor Stevenson said as they had looked at this, 2200 West became very, very expensive. He said he got the feeling that the thought was that 2200 West might not be the best option. The whole goal was to disperse traffic and get people where they needed to be in the most efficient way, and with the least amount of impact. Mayor Stevenson said 2700 West offered the ability to get traffic up to Hill Field Road. He said the City needed to decide whether or not, if that was the direction the Council wanted to go, what the impacts would be on 2700 West north of Hill Field Road and on 2550 West. Mayor Stevenson said relative to usable land, 2700 West was probably the easiest to plan out, whether it was business park, commercial or residential, or whether it stayed agriculture. He said it was up to the people to decide what they wanted to do with their land.

Mayor Stevenson asked the Council if they had any other questions and if they were leaning toward 2700 West.

Councilmember Freitag said he didn't have any other questions; his opinion was that 2700 West was the best place for the interchange. He said he liked moving the "T" on Hill Field Road as close to 2700 West as possible to allow for alternatives in the future. Councilmember Freitag said as Councilmember Day pointed out, half of 2700 West was already built to the north. He asked if 2700 West could be a 3 lane road north of Hill Field Road.

Woody said it would be border line. He would suggest reserving it for a wider right of way, which could be reduced if it was not needed.

Councilmember Freitag said there were options for 2200 West. Once 2700 West was developed, he didn't think it would need to be widened.

Councilmember Brown said in all of the discussions the only advantage she had heard for 2200 West was that traffic could go straight. She said she didn't know if that was necessarily a good thing. The 2700 West interchange would allow for traffic to diffuse in more directions as it traveled north. Councilmember

Brown said she had a hard time getting over the cost of 2200 West versus 2700 West. She couldn't justify the cost to the City, the homes that would be lost, and the fact that the City would bear all of those costs. Some of the costs on 2700 West, as it developed, would be borne by the developers, or would be paid back to the City as they developed. She said even with the homes that would need to be taken out to widen 2200 West, there would still be a lot of homes along that road that would have to deal with the traffic; on 2700 West the City could plan and not allow homes to front onto the street.

Councilmember Brown said regardless of how the connection was made at Hill Field Road, she thought 2700 West was better for the City.

Councilmember Freitag said once the corridor was in he couldn't see traffic getting anything but better on Gentile Street.

Councilmember Petro said she felt that the major impact would be in the future north of Hill Field Road. She said the Council needed to take that into consideration and prepare those roads going north of Hill Field Road.

Councilmember Brown said with the interchange at 2700 West, she felt that the impacts north on 2200 West would be pushed more into the future.

Councilmember Petro said looking at the numbers, those roads were already at capacity. She said it was only fair to consider that into the future.

Councilmember Brown said that was still part of the Master Plan.

Councilmember Francis said he felt that the interchange should be at 2700 West. He said the alignment and connection north of Hill Field Road could be discussed with the neighborhoods and commercial property owners in that area at a later date to hopefully reach a strategy that would work for everyone.

Councilmember Day said he would tend to go with 2700 West, but from Gentile Street north, he would like to seriously look at reducing it to 3 lanes. He said when it reached Hill Field Road, he didn't see any benefit in putting off the decision from there north; it might as well be laid out in the General Plan. Councilmember Day requested that Staff study the possibility of swinging the alignment back west to 2700 West up to Gordon Avenue.

Mayor Stevenson said it looked like 2700 West was the Council's preferred alternative. He said he would like suggestions from Staff relative to moving traffic north from Hill Field Road to Gordon Avenue. Mayor Stevenson said he agreed with Council that things needed to be put in place now for traffic going north.

Woody said Staff would look at some alternatives and present that information back to the Council.

Mayor Stevenson asked for comments or suggestions from the audience.

Kathy Wood, 2767 West Gentile Street, asked how wide the access road would be.

Woody said it would be a five lane cross section; 100 feet wide.

Councilmember Day said originally it was intended to travel along the section line, but he thought that it had changed to the west of the section line.

Woody said exact alignment hadn't been determined.

Mayor Stevenson said once UDOT determined what the alignment of the Corridor would be, it would help the City in determining the alignment of 2700 West. He said one thing to keep in mind, regardless of the location, 2200 West from Gordon Avenue north was going to be a very busy street in another 30 years.

Lowell Johnson made a comment about there being an alignment issue through the church property in the area.

Councilmember Day said this was just one part of the Master Transportation Plan; were there any other questions that needed to be brought up on anything else.

Woody said this was all Staff was waiting on.

Mayor Stevenson said the City needed to look at Gentile Street and Fort Lane south to the interchange.

Woody said Gentile Street was proposed to be 5 lanes in this area, but it was a State road and the City would work with the State on that.

Mayor Stevenson said the viaduct over the interstate on Gentile Street needed to be replaced; there were a lot of things going on in the City with regards to transportation. He said there probably needed to be a walking path over the interstate from the Fort Lane area to Main Street.

Councilmember Freitag asked about the flyover near Kohl's; where was that on the list of projects to be done.

Mayor Stevenson said it was scheduled for 2017. He identified the location of the flyover on a map.

Councilmember Brown asked when the thru-turns on Hill Field Road would be functional.

Woody said in early September.

Mayor Stevenson said in the next five years there would be overpasses and frontage roads on Highway 89, with overpasses at Oak Hills Drive, Gordon Avenue and Antelope Drive; a lot of exciting things were happening in the City.

Councilmember Day asked how long before the Master Transportation Plan would be wrapped up and brought back to the Council for approval.

Woody said it would probably be in September. He said the process from here forward would be to go into detailed calculations of impact fees, including proposed projects. Woody said the entire Master Transportation Plan would be brought to the Council for discussion probably in a work meeting; with a decision sometime in October.

Lowell Johnson asked when developers would know the decision on 2200 West so that they could move forward with development of their property.

Mayor Stevenson said the City would work with the developer right now because they had enough direction from the Council to know where the interchange would be located.

Mayor Stevenson said he had heard that there was one house slated to front 2700 West. He suggested that that should be looked at; force all accesses from inside the subdivision.

Councilmember Petro said that should be considered on all of the roads heading north; 2200 West, 3200 West or the new 2700 West alignment.

Planning Commissioner Dawn Fitzpatrick said this was a priority for the Planning Commission; they were fighting homes fronting out onto major streets all over the City.

Mayor Stevenson said the City's ordinances probably needed to be looked at. He said the Council was trying to make good decisions for the residents going forward into the future.

Mayor Stevenson thanked everyone for coming.

The meeting adjourned at 5:34 p.m.

Thieda Wellman, City Recorder